State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: April 15-16, 2009

Reference No.: 2.5e. - **REVISED**
Action Item

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Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS RESOLUTION FA-08-13 and RESOLUTION FS-08-09**

CTC ACTION UPDATE: The California Transportation Commission voted to increase the allocation from $2,000,000 to $4,100,000, with the incremental amount to come from State Recovery Act Transportation Enhancement (TE) funds.

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional ~~$2,000,000~~ **$4,100,000** for one State Transportation Improvement Program (STIP) project identified below.

ISSUE:

Additional funds are needed for one previously voted project in order to complete construction.

RESOLUTION:

Resolved, that $2,000,000 be allocated from Non-Budget Act Item 2660-801-3093 and **$2,100,000 from Non-Budget Act Item 2660-807-0890,** to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Original Allocation Amount	Original Award Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation *
1	04-Mrn-101	$12,778,000	$12,778,000	$14,095,000	~~$2,000,000~~	~~$16,095,000~~	~~14.2%~~
					$4,100,000	**$18,195,000**	**29.1%**

* Percent increase above current allocation represents state funds only. Contributions from other sources include $38,952,000.

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Fund Type Program Codes Program	Current Amount by Fund Type	Additional Amount by Fund Type	Revised Amount by Fund Type
2.5e. Supplemental Funds for Previously Voted Projects					**Resolution FA-08-13 Resolution FS-08-09**
1 ~~$2,000,000~~ **$4,100,000** Department of Transportation MTC Marin 04N-Mrn-101 9.7/12.7	In the city of San Rafael, on Route 101 from south of the Coleman School Pedestrian Overcrossing to North San Pedro Road Undercrossing. Construct High Occupancy Vehicle (HOV) lane gap closure. Total Revised Amount: ~~$16,095,000~~ **$18,195,000**	226144 04-0342L RIP / 06-07 801-3093 TDIF 20.20.075.600 STIP	$10,346,000	-	$10,346,000
		RIP TE / 06-07 801-3093 TDIF	$279,000	-	$279,000
		301-0890 FTF 20.20.075.600 STIP	$2,153,000	-	$2,153,000
		RIP / 08-09 801-3093 TDIF	$151,100	-	$151,100
		301-0890 FTF 20.20.075.600 STIP	$1,165,900	-	$1,165,900
		RIP / 08-09 801-3093 TDIF 20.20.075.600 STIP	-	$2,000,000	$2,000,000
		AR TE / 08-09 807-0890 20.20.075.600 RA	-	**$2,100,000**	**$2,100,000**

RECOMMENDATION:

The Department recommends that this request for $2,000,000 be approved to allow the Department to complete construction.

PROJECT DESCRIPTION:

This project is located on Route 101 in Marin County in San Rafael, from the Central San Rafael Viaduct to the North San Pedro Undercrossing. The project adds northbound and southbound HOV lanes, relocates the Sonoma-Marin Area Rail Transit (SMART) railroad tracks, constructs noise walls with sound-absorptive materials, and constructs a new multi-use bike/pedestrian path. The Department has partnered with the Transportation Authority of Marin (TAM) and pooled resources to complete this fourth and final phase to close the gap in the High Occupancy Vehicle (HOV) Lane system in Marin County.

FUNDING STATUS:

This STIP project was voted in February 2007 and awarded in July 2007 for $12,778,000. A cooperative agreement is in place with the Transportation Authority of Marin (TAM) for a $38,952,000 contribution in construction funding. A supplemental G-12 amount of $1,317,000 was approved in October 2008 in addition to a local contribution of $4,615,000, bringing the total project cost to $53,047,000. Construction began in August 2007 and is approximately 70 percent complete.

There is a need for an additional $4,100,000 to complete construction. The Department, TAM, and Metropolitan Transportation Commission (MTC) have agreed to use American Recovery and Reinvestment Act (ARRA) to address $2,100,000 of the needed funding, pending MTC board approval on April 22, 2009. At this time $2,000,000 in supplemental STIP funds are needed and results in an overall increase of 14.2 percent over the current allocation. In the event the $2,100,000 is not approved at the MTC meeting, the Department will request $2,100,000 at the May 2009 CTC meeting. TAM has provided funding for 70 percent of the original project and the cost increases to date. Construction is scheduled to be completed by the end of September 2009.

REASONS FOR COST INCREASE:

The reasons for the cost increase are mainly design modifications due to differing site conditions, constructability issues, and design issues. There were several differing site conditions encountered on the project. Differing site conditions included 1) hard rock not evident in the log of test borings for foundations, 2) unexpected buried man-made objects such as abandoned utilities and old roadways, 3) utilities unknown or shown in different locations on plans, 4) non-standard pavement sections, 5) deteriorated existing pavement due to the delay of the project since 2004, 6) drainage issues during stage construction, and 7) additional hazardous materials.

The mainline digouts and base repair were required before the overlay of the roadway. These locations were not apparent during design and bidding phases. The shoulder structural section was thinner than indicated on the plans and needed to be replaced prior to widening and overlay. There was solid rock in some foundation areas that was not shown on the log of test borings. As a result, there were additional costs to excavate this material and modify foundations.

The magnitude of the hazardous waste issues in the field were higher than anticipated based on the information available during project design. Several of the locations required further testing and removal of contaminated material during construction. As a result, there were additional costs for investigation and handling hazardous waste materials.

The constructability issues encountered on the project involved utility conflicts with structure foundations, construction of several layers of structures in congested locations (new railroad bridge, freeway bridge widening, new pedestrian bridge, and various retaining walls and soundwalls), intersection of existing and new retaining walls, and railroad requirements. Route 101 is a historic roadway that has many abandoned and unknown utilities, and utilities which were not in the location shown on the plans. Many utilities were in conflict with the retaining wall foundations. This required redesign or relocation to address the utility conflicts.

During construction it was determined that the retaining wall foundation design did not adequately take into account the surcharge loading associated with the SMART railroad line. Modification of the retaining wall foundation was necessary to account for this additional loading and resulted in delays and additional cost for larger foundations.

The changes have resulted in cost increases for additional contract work and time, contractor overhead and inefficiencies, redesign, right of way delay for utility relocation, constructability resolution, and the replenishment of the project contingency. This request for supplemental funds results in an overall increase of 14.2 percent over the current allocation. Construction is scheduled to be completed by the end of September 2009.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for $2,000,000 to allow this project to complete construction.

OPTION B: Deny this request, direct the Department to revise the project to remain within the allocated amount and remove elements from the scope of work. The Department has considered this option and determined that reducing the scope of work on this project and executing another project to complete the deleted work later would result in greater costs and more disruption on the traveling public, and violate an executed agreement with the railroads (SMART).

RECOMMENDED OPTION:

The Department recommends that this request of $2,000,000, as presented in Option A above, be approved to allow this project to complete construction.